

Comments received by email			
Number	Organization	Comment	Response
455	MTO	SP 103F56: Consider revising the definition of cross slope so there is no confusion that a paved shoulder is not to be included. The term edge of pavement usually means the full pavement width including paved shoulders.	Edge of Pavement is used in the context of how EP is shown in grading templates, between the lane and shoulder, with Asphalt Edge being used at the limit of paved shoulders. The body of the SP makes it clear that QA requirements for cross slope are limited to lanes, not shoulders.
455	MTO	313.08.01.08.01 – Why do we care about the cross slope only after 1 month? What if the Contract requires or the Contractor plans to cover the binder within 1 month but is delayed? Would this also mean all binders on 400 series highways would be subject to cross slope requirements during construction while they are built in stages? Is the expectation to measure the final through lane alignment when the temporary lane on the binder may be different?	Requirement relaxed to 2 months to cover situations where subsequent lifts are intended to be placed in quick succession but are subject to a time gap due to delays or staging. Added a requirement that binder courses open during winter are subject to cross slope tolerance.
455	MTO	313.08.01.08.04 – Consider specifying that the CA and Contractor measure together after final compaction to avoid extensive retesting. Retesting should only be applied for sublots that are rejectable	Contractor is expected to carry out quality control, which may include their own cross slope checks however MTO does not prescribe how QC is to be done and initial QA check should be done by CA alone.

		based on CA and Contractor measurement that require additional measurements to determine the extent of the rejectable cross slope within the subplot. Consider adding timelines for the retesting to be done.	
455	MTO	Warrant – Consider including a more detailed exemption list like SSP103F31 that has a “Do NOT include if the Contract...” section in the warrant below a very similar paragraph to this specification’s warrant. For example, cross slope correction should not be included if the contract is a structural rehabilitation and the entire staging area is less than 1 km.	Added a minimum length of 1,000 metres of paving to the warrant. It is difficult to detail all possible situations where the SP may be exempt. Judgement of PD and Geotechnical staff should be applied when considering when to include the SP.
455	MTO	CDED B313 Consider adding more guidance to the designer about when to include the cross slope specification and when not to or include a reference to the SSP warrant and update the warrant accordingly.	Added a paragraph to this effect, advising designers to consider existing cross slope, pavement thickness and rehab strategy. Disagree with updating the warrant as judgement needs to be applied to the specific situation.
455	MTO	CDED B313 Include list of the minimum information about the existing conditions that must be included in the contract package for cross slope correction.	Added a paragraph to this effect.
455	MTO	CAIS 313.08.01.08.01 – Cross slope lots/sublots should be discussed and established before or at the pre-pave meeting. Consider requiring the CA to	Agree. Added this as a requirement to task.

		submit a lot/sublot sketch for the pre-pave meeting like is required for smoothness in SSP103F31 8.01.02.01.	
455	MTO	CAIS 313.08.01.08.03 – SSP says the CA has to provide the PH-CC form to the Contractor within 3 Business Days of completion of the lot, but the CAIS says 1 Business Day still.	Corrected to 3 days
455	MTO	CAIS 313.08.01.08.04 – Add that the CA should check if the re-testing is requested within allowable timelines (no later than 1 Business Day from receiving form).	Agree, added requirement to task.